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Kowloon, 3rd April, 1912.

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The Daily Press.

HONGKONG, APRIL 11th, 1912.

It is interesting at the present juncture to compare the revolution in China with those that have taken place in recent years in other Oriental countries, where the conditions somewhat approximate to those ruling in our neighbourhood. True, the comparison is none too encouraging, and the outcome of the revolutions in Turkey and Persia might well give pause to the republicans of China; but if the present ruling party in China will learn from the mistakes made by other reformers, there is no reason why the comparison should be other than beneficial. A comparison with Turkey is especially instructive, as the present course of events at Peking and Nanking seems to indicate a tendency to the same mistakes as those made by the Committee of Union and Progress. In the Ottoman dominions, three years after the revolution has been accomplished and Abdul Hamid overthrown, we find the country still under a dictatorship with its Constitution altogether in abeyance, and liberty almost as little realized as before the revolution. And what is the state of affairs in China? Before the revolution, the country possessed a Constitution of sorts, that was to develop gradually into complete parliamentary rule. The country had an elected National Assembly elected Provincial Assemblies, elected District Assemblies. These bodies may not have possessed much influence or weight; they may have been devoid of all power; but still they contained the germ of elective

government, yet now they have ceased to be. Before the revolution, the people had some share in the government of their country, but what share have they now, beyond the doubtful privilege of paying the expenses of the numerous bodies of *soi-disant* soldiers of the revolution who overrun the land? Their officials are appointed as arbitrarily as they ever were under the Manchu rule, and the limited powers of criticism that could then be wielded through the agency of the Censorate have now vanished—the only effective criticism nowadays is by bomb. We do not in the least suppose that the Advisory Council intend to maintain indefinitely a military dictatorship, but neither did the Committee of Union and Progress in Turkey intend at the beginning to carry on an arbitrary government in defiance of the Constitution. We would urge that President Yuan should, with as little delay as possible, sweep away all the temporary expedients of Advisory Council and Provisional Government, and let the people have the essentials of constitutional government. The evolution of a final Constitution may be the work of years or even of generations, but the longer the time that elapses before the first step is made, the harder that first step will become, and the stronger will be the temptation to the Advisory Council (acting, possibly, with the best of motives) to follow the example of the Committee of Union and Progress. The Chinese race has, at no small cost and peril to itself, effected an unprecedented revolution, yet it now finds itself worse off constitutionally than before. If the Manchu Emperor could entrust the people with elective powers of self-government, what excuse can the Republican authorities offer for withholding them any longer? It cannot be objected that the state of the country does not warrant the grant of free government, in spite of the riots and mutinies that have broken out at various places, which are, after all, only a very small fraction of the country. Since Yü's rising, too, can scarcely be taken as a serious objection, for circumstances show that it is only a local movement, and one that will not spread beyond the Provinces of Shensi and Kansu. We would not be thought of as wishing to minimize the troubles that have occurred at Peking, at Canton, and at other places, but, in view of their isolated nature, we do not think they justify the Provisional Government in keeping back democratic institutions from the bulk of the land, where the Republican régime is established as firmly as it is ever likely to be. The fitness of China for democratic republicanism need not be discussed now—she is committed to it, and the one point is to get the new system working as soon as possible. Whether China will be better off under an elected President than under the Manchu Emperors is not in question; she will certainly be worse off under a pseudo-republican government that is really an oligarchic dictatorship. If the republican ideal is to triumph, and democratic government to be an accomplished fact, those who have now contrived to place themselves at the head of the administration dare not trifle with the question; they must regard it as their solemn duty to admit the people to a share in the government with the least possible delay. Thus only can they justify themselves to the world for the great experiment to which they have committed the land: they have the example of Turkey before them. Will they profit by it?

H.M.S. *Defence* is due to arrive at Hongkong on the 19th inst.

H.M.S. *Hawke* left for England on Tuesday with the old crews of the river gunboats.

Mr. C. E. Anton, of Messrs. Jardine, Matheson & Co., Shanghai, left for Home last week, travelling *via* Siberia.

Pastor Russell, who preached in Hongkong a few months ago, was in Greece last month, and delivered an address to a large audience in Corinth.

Oscar Klein, an American skipper, who died a "typographical death" in the *Manila Times*, has written to that journal stating that he believes himself to be still alive.

The Provisional Assembly sitting at Nanking discussed the question of the seat of the provisional government, and decided on Peking by a vote of twenty among twenty-seven members.

Mr. C. C. F. Cunningham, Manager of Jardine, Matheson & Co.'s Hankow branch, has been transferred to Tientsin. Mr. McHaffie has been transferred from Swatow to fill the vacancy thus created at Hankow.

Emilio Aguinaldo, the leader of the Philippine insurrection and the president of the Philippine Republic of twelve years ago, was the guest of General Bell at Camp Hay last week. He is said to be taking an interest in golf.

H.M.S. *Asterion* leaves to-day for Labuan on survey work.

The first meeting of the Gymkhana Club takes place on Saturday next. The card for the afternoon embraces six events.

A man named F. L. Picard was yesterday committed for trial on a charge of forging a cheque for \$120 on the Yokohama Specie Bank, in the name of A. Vernon of Macao.

Engineer-Commander Highton, of H.M.'s Naval Yard, Hongkong, who leaves for home at an early date, is succeeded by Engineer-Commander Roome, who arrived here on Sunday.

Palmyra Island, in the Pacific, where the United States flag has been hoisted, has long been abandoned by Britain, said Mr. Acland for the Foreign Office in Parliament recently. It was once sold for a dollar and is inhabited by crabs.

A man was charged at the Magistracy yesterday with selling kerosene oil without a licence. He was also charged with having failed to mark the oil as dangerous. On the first charge he was fined \$25, and on the second \$10.

The dead body of a man aged about 50 was picked up in the street in the Central district yesterday. Death was due to natural causes. The dead body of a child was picked up in Hungghom yesterday. Death was due apparently to smallpox.

The Great Raymond, who is giving performances in Hongkong at the end of the month, is reported in Bangkok papers to have had a very satisfactory season in Bangkok. His gross takings are said to have been in the neighbourhood of Tcs. 32,000.

The new water works at Kalang and Woodleigh, Singapore, which have taken ten years to construct and which will guarantee to Singapore town a daily supply of nine million gallons of water, have just been opened by His Excellency Sir Arthur Young, K.C.M.G.

Bangkok papers announced the death of Mr. John McClure, of the staff of Messrs. Howarth, Erskine & Co., Ltd. The deceased, it is stated, was known from Java to Tientsin, and during his long life in the East—over forty-five years—there were very few ports in the tropics he had not visited.

Mr. A. Bellamy Brown, editor of the *China Mail*, has been offered and has accepted the Editorship of the *Malay Mail*, and proceeds to Kuala Lumpur to take up his new appointment next month. Mr. F. Hicks, sub-editor of the *China Mail*, is joining the *Hongkong Telegraph* staff next month.

Improvements in Peking suggested by "a self-constituted municipality" include the deepening of the moats around the city, the planting of trees on both sides, and building a good road round the city. They also suggest opening a number of gates in the city walls especially in the south, so as to facilitate communications.

The Chinese Army Aviation Corps, which was organized in Nanking about two months ago, is now in the process of moving, with all its equipment, including five biplanes, to Canton, where a permanent aviation camp is to be laid out and possibly a plant installed for the manufacture of flying machines. Mr. Ray Wilcox, an American aeroplane builder and aeronautical instructor, is in charge of the training of the corps, which now numbers 23 men.

The *Police Review* of March 8th contains a portrait of Mr. William Armstrong, Chief Detective-Inspector of the Shanghai Municipal Police, who has had charge of the detective staff there since 1895. At that time the writer of Mr. Armstrong's biography says the Shanghai Police numbered only 50. Our own records show the strength of the force in 1895 to have been 502, viz., 54 Europeans, 69 Indian and 379 Chinese. This takes no account of the police force of the French Concession, which, of course, works with the others when needed.

The present issue of *The Leading Light* and *China Coast Shipping Gazette*, which has carved out for itself a place in the weekly journalism of the Far East, reaches us under a new title, the name having been changed to the *China Shipping and Engineering Gazette*. We understand an engineer of high qualifications has joined the staff of the paper, future articles on engineering matters should be written with the same technical knowledge as has been the case with the shipping which has made the journal a necessity to shipping offices, shippers and those afloat.

THE BANDMANN OPERA CO.

The well-known musical comedy "Flordora" was produced at the Theatre last night before a full house. The production was notable for the fact that it signalled the return to the company of Mr. Fred Coyne as stage manager, Mr. Coyne, who played the part of the wealthy American, was accorded a fine reception, and needless to say, his portrayal of the character was splendid. The characters in the play are too well-known to warrant a recapitulation; suffice it to say that all the principals and the chorus were well up in their work, and the piece went with a swing throughout. Miss Marjorie Tempest, as Dolores, Miss Violet Frampton, as Angela Gilfain, Mr. "Bobby" Roberts, as Anthony Tweedlepunch, and Mr. Farmer as Frank Abercree, were all well suited to their parts.

To-night, the company will stage the new and delightful musical comedy "The Kings' Bride."

BILLIARDS.

HONGKONG VOLUNTEERS v. S.C. CO. R.G.A.

Play was resumed on Tuesday night, the first pair being Colour-Sergt. Rodgers, of the Volunteers, and Gunner Thomas, S.C. Co. R.G.A. Colour-Sergt. Rodgers was at his best, and played fine billiards, making breaks of 14 (twice), 17 (twice), 11 (twice), a faultless 51 (the highest break of the tournament), and 14 unfinished, beating the Gunner by 112. Thomas played a very good game, making breaks of 11, 18, 19 and two 12's. The second game was of short duration, the Volunteer representative again securing a win. Pte. Barlow, of the Volunteers, met Gunner Groombridge, R.G.A. Barlow scored rapidly and won comfortably by 129, his best breaks were 11 (twice), 19 (four times), 10 (twice), 17 and 21, his rival's only double-figure break being 10. The Volunteers are now 333 points to the good, and their chance of entering the next round is almost a certainty.

Scores:—
Colour Sergt. Rodgers 250
Gunner Thomas 138
Private Barlow 250
Gunner Groombridge 121

THE GOVERNORSHIP OF HONGKONG.

Truth of March 6th contains the following letter:—

Sir:—While in your article on Sir Henry May (whose promotion to the first-class Governorship of Hongkong after only one year's previous service as Governor at Fiji has aroused such unfavourable comment) you did not question his qualifications, you could easily have done so, and perhaps a reference to another "Old China Hand" may be as illuminating as one to your correspondent in your issue of February 28th or to "Who's Who."

It is true that Sir Henry May (as he prefers to be called, not Sir Henry) has had thirty-one years' experience in Hongkong, and probably does know every resident, British, or Chinese, there, as his defender states; but has he used that knowledge for the betterment of either the British or Chinese residents when he was Colonial Secretary or Acting Governor? I am sure there are few "in the know" who can say "yes" to that question. To him Hongkong owed the shortsighted and unwise policy of the laws relating to prostitutes, which scattered them all over the colony and made them a public scandal throughout the Far East; to him belonged the credit of defeating the Bill for the registration and licensing of Chinese servants—a thing notoriously badly needed, and one which the colony has suffered from the lack of ever since. As Acting Governor he so far furthered British interests as to seriously impair the value of two of its most important branches through his policy of invariably showing favouritism to "Cadet" officials.

Sir Henry may perhaps be the man for Hongkong during the disturbances in China, as your critic thinks, but that would only be because he seems to be in sympathy with Chinese officialdom. It was he who drove certain Portuguese clerks out of the service—who by long and faithful service had risen to positions of trust—and replaced them by Chinese, in whom no faith or trust could be reposed. The last case of this kind, I may mention, earned for him a well-deserved rap over the knuckles from the Secretary of State for the Colonies, who telegraphed ordering the immediate reinstatement of the clerk in question. It is interesting to note that while he thus impaired the efficiency of certain Departments he was careful to retain the services of all the senior non-Chinese in his own and all other Departments presided over by a "Cadet" officer.

Sir Henry was undoubtedly popular with the horse-racing and yachting part of the community in the colony, but not so with the Colonial officials, who were not in favour of his Russian methods of government. Lady May is so charming and generally beloved that she may reconcile many to her husband's return to Hongkong; but it is rather amusing to read in the columns of the *Morning Post* devoted to Colonial Intelligence words to the effect that great satisfaction is expressed in Hongkong at the appointment, etc., etc. This is obviously an inspired reply to your original paragraph, as there can be no possible means of knowing in London what the local feeling may be. No one would pay several pounds to cable to this effect, except one who thereby "protests too much" to prove its truth. But even if Sir Henry May is popular, is popularity to promote a man rather than performance?—Yours faithfully, ANOTHER OLD CHINA HAND.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

END OF THE COAL STRIKE.

LONDON, April 10th.

The miners are returning to work in large numbers. Trade and industry are already being reawakened, and the railway services are improving, strenuous efforts being made to get back to the normal.

Much suffering exists among the miners themselves in some districts. For example, 8,000 in Cleveland are unable to start work for a fortnight and are without funds.

The disputes in Durham and Yorkshire with the enginemakers have been settled, and the men are resuming work immediately.

Eleven thousand miners were working in South Wales yesterday, and it is expected that 100,000 will be working in a week's time.

Some trouble has arisen in Lancashire owing to the attitude of the President of the County Federation, and thousands of miners are refusing to return to work despite the advice of other leaders. Gangs are razing the county, while trying to prevent the workers from descending, and extra police have been drafted to Leigh and Tyldesley in fear of disturbances taking place.

A FALL IN THE PRICE OF COAL.

LONDON, April 10th.

Coal has fallen 2/- a ton, but high prices are expected to rule for some time owing to the necessity of repairs to the pits, the congestion of the railways and the difficulties of delivery. The manufacturing centres anticipate a boom in trade for a considerable time after the pits are re-opened. A permanent effect of the strike is expected to be a greater co-operation in the railways, and possibly the non-restoration of trains which were previously run at a loss, but which it was hitherto impossible to withdraw.

MR. BONAR LAW IN BELFAST.

LONDON, April 10th.

Belfast has now a most animated appearance. Special trains are arriving from all parts of Ulster, and processions with bands and carrying Union Jacks and other colours are taking place.

LATER.

There was a demonstration of several hundred thousand people at Belfast and tremendous enthusiasm was created.

Mr. Bonar Law, in his speech, said that the Unionists regarded Ulster's cause as that of the Empire, and he emphasised the point that Tariff Reform would benefit none more than Ireland. He welcomed to-day's demonstration, as it showed that Home Rule was not the end but the beginning of the Irish problem. There was no hope that the Government majority would be broken, but the loyalists must trust in themselves and help would come. (Prolonged cheering.) Ulster's resolution to resist Home Rule must prove irresistible. There had been no change of British opinion regarding Home Rule. The Radicals had sold the constitution. They thought they had sold Ulster, but Ulster was not theirs to sell. (Cheers.) The present danger was very great.

The meeting passed a resolution assuring Mr. Bonar Law of Ulster's unalterable opposition to Home Rule.

Sir F. Carson, presiding at a subsequent meeting, said they would meet revolution heedless of the consequences. Their one object was victory. (Cheers.)

On the platform were Mr. Bonar Law, Lord Londonderry, Mr. Walter Long, and others.

A procession eleven deep and stretching for four miles marched past saluting Mr. Bonar Law, who bowed his acknowledgements.

UNIONIST DELEGATES ATTACKED.
A crowd at Randalstown railway station last night attacked the train by which the Unionist Delegates were returning from Belfast and smashed the windows. Some of the passengers were injured by stones.

PRESS COMMENTS.

The Unionist papers are enthusiastic over the magnificent demonstration at Belfast, which proves the unshrinking expression by Ulster of a resolve to resist Home Rule to the end.

The Radicals sympathise with Ulster's fears, while scornful of the Conservative policy, and are confident that the safeguards in the Government's Bill will be the most effective answer to yesterday's demonstration.

A CRICKETER'S RETURN.

LONDON, April 10th.

A specialist has assured Warner, who only played in one match in Australia, that he can safely play in the forthcoming season.

[THROUGH REUTER'S AGENCY.]

THE FUTURE OF MONGOLIA.

A REFUSAL TO JOIN THE CHINESE REPUBLIC.

LONDON, April 10th.

Reuter's correspondent at St. Petersburg states that a telegram from Urga says that in response to an invitation from Yuan Shih Kai asking Northern Mongolia to join the Chinese Republic the Kutuchutsa replied that the people have proclaimed their independence in order to maintain the inviolability of their religion and territory and begs Yuan Shih Kai to respect the frontiers of Mongolia and support the Mongolian Government in consolidating the internal administration and strengthening its friendly relations with neighbouring States. The Kutuchutsa states that even if it had been ready to renounce their independence, it would be impossible to oppose the wishes of the people and suggests that Yuan Shih Kai should submit the Mongolian question to the Powers interested.

AN EASTER DISASTER.

EXCURSION STEAMER SUNK AT CAIRO.

LONDON, April 10th.

Reuter's correspondent at Cairo telegraphs that an Easter excursion steamer with 300 on board sank last night in collision with another steamer near the barrage below Cairo. Rescuers hastened in boats to the assistance of the passengers and saved many, but it is feared that 200 were drowned. Seventeen bodies have been recovered.

BRITISH TRADE RETURNS.

LONDON, April 10th.

The imports for the quarter ended March show an increase of £2,649,567, and the exports a decrease of £149,941. The latter included decreases in cotton £411,125 and wool £344,301. It is considered wonderful that the exports have decreased so little in view of the strike. There were notable increases in iron, steel, and electrical manufactures, but coal and coke declined £2,053,699.

AMERICAN LAKE DISASTER.

45 TOWNSHIPS FLOODED.

LONDON, April 10th.

Reuter's correspondent at Memphis telegraphs that the main levee has been broken on the Golden Lake of Arkansas, and it is expected that 45 townships will be partly flooded.

THE WAR IN TRIPOLI.

LONDON, April 10th.

A wire from Constantinople states that the Powers have agreed to the terms of the request to the Porte regarding the termination of the war between Italy and Turkey, and will point out the desirability of peace in the interests of Europe generally. They request the Porte to signify the conditions on which they are prepared to terminate hostilities, in view of the Powers offering mediation.

WEST INDIES AND CANADA.

LONDON, April 10th.

An Ottawa telegram states that the West Indian representatives and the Government of Canada have signed a reciprocal trade agreement.

BOMB OUTRAGE IN LISBON.

LONDON, April 10th.

During a religious procession in Lisbon a bomb exploded, and it is reported that five were killed and 30 injured. A censorship is being exercised and details are withheld.

OBITUARY.

LONDON, April 10th.

The death has occurred of Dr. Edward DIVERS, who was well-known in Japan, having been Professor of chemistry in the University at Tokyo for a number of years.

INDEPENDENCE OF THE PHILIPPINES.

A telegram from Washington to the *Manila Times* of April 2nd states:—The resolution for the neutralization of the Philippines, presented by Chairman Jones of the House Committee on Insular Affairs, has been favourably reported by the same committee and an effort is to be made to expedite its passage. It is to be called up at an early date and the general understanding is that it will be put through by the Democratic majority. The resolution directs the President to secure from the Powers an agreement whereby the Philippine islands will be recognized as neutral territory and treated as such. Chairman Jones prepared and introduced the resolution as part of his project to inaugurate a probationary Filipino government in 1913, with a President appointed by the American Government, and finally institute an independent government in 1921.

SWATOW.

[FROM OUR OWN CORRESPONDENT.]

April 17th.

THE ARRIVAL OF GENERAL WOO.

The long-expected General Woo has at last arrived, but Lim is still here with most of his soldiers, so it would be premature to say that Swatow's troubles are all over, though it seems reasonable to believe that the situation now shows a gleam of hope, and that a final settlement of the faction-struggles is within the bounds of possibility. Canton certainly seems to have taken Swatow's troubles seriously at last, and to have done its best to put down the disorders here, for Woo has brought with him fully 3,000 troops, and the *Kwonghoi* is staying here.

Woo's men came in two detachments; first, last Tuesday afternoon, the *Kwonghoi* came in, escorting a China Merchants boat, each of them packed with troops. They would seem to have anticipated resistance to their landing, for the entrance was made very cautiously and the gunboat covered the merchant steamer all the way up the harbour. No attempt was made to land the men that night—the two boats remained in mid-stream until Wednesday morning, when the China Merchants boat came alongside and discharged her passengers. It looks as though Woo, none too sure of his reception, wanted to get all his men within call before doing anything that might lead to hostilities for almost immediately after the China Merchants boat had come to the wharf, the *Telemachus* came in, flying the Red Ensign, with another 1,000 odd soldiers on board. She, too, got in quite peacefully and safely, and by Thursday both she and the other boat had landed all their troops and left.

General Woo is no new man to the district, nor is he one of the inexperienced hotheads (like Messrs. Gue and Lim) who so often manage to get high places in the present state of China. He is a man well over 40, and was for many years an official under the Manchou Government, being for some time, too, Brigadier-General in command at Chaochow, so there is reason to hope that if he can get rid of Lim and gain undivided authority here (but that is rather a big if) the internecine struggles that have been the curse of Swatow for the last five months will be at an end.

THE SITUATION IN SWATOW.

After he had safely arrived here, Woo's first act was to issue the orthodox Proclamation, telling the people not to be alarmed—he was here only to restore order and good government (the Hanoverian lady's remark "We come for all your goods" might well sum up the real effect of all these Proclamations), so they must all go about their business quietly and not be alarmed, and so on. Lim had also, some days before, put out a Proclamation threatening instant death to any of his men found looting, forcibly buying or selling goods, indulging in license, burning houses, etc., but neither of these documents has had much effect. The looting by Lim's men was not stopped by the terrible threats, nor have I heard of any looters being shot lately. Neither are the merchants reassured by Woo's fine words, and immediately he started to land his men, all the shops closed and have not yet re-opened. There is still very severe tension, and inevitable when you have 4,500 soldiers of two opposing factions in the same town, but though it is always rash to prophesy in China—the balance of probability would seem to show that Lim will not fight in the end.

When Woo arrived, it was quite uncertain what attitude the Hakkas would assume against him, so every preparation was made for protecting foreigners and escorting them to places of safety. H.M.S. *Janus* came over to the Swatow side of the harbour, and moored against one of Butterfield & Swire's pontoons close to the Custom House. International guards, too, were landed and stationed at the German and Japanese Consulates, the Taiwan Bank, and the Custom House, but fortunately their active services were not required, and the next day they returned to their ships, and the *Janus* went back to the Kakehio side.

RELATIONS BETWEEN WOO AND LIM.
Lim has so far shown no sign of giving in to Woo, but at the same time he has done nothing indicating a bellicose intention. He has, indeed, sent away 800 of Chang's troops who came down from Chaochow, and who might have been useful to him if he were really bent on war, but he still has 3,500 men with him here, and so long as that is the case, the position is fraught with grave possibilities. Negotiations between Woo and Lim are, however, going on, and most likely all that Lim is doing is mere bluffing to get a higher price for his departure—it is said that he wants \$60,000 before he will disband his forces. If he should decide to fight, it is to be feared that it will not be over as quickly as was his struggle with Mr. Chen: Woo's Cantonese may not be as good fighters as Lim's Hakkas, but they are in a vast majority, and have, anyhow, the moral influence of the *Kwonghoi*'s guns to encourage them. When Lim engaged with Chen, his men were fighting to obtain their booty, but now they have already got it. But if the unexpected happens, and there is fighting, it is to be hoped that Woo will gain the day, for he is definitely appointed here by Canton, as a pronounced victory for him, might, by establishing his position, put an end to all the faction rivalries and freebooting expeditions.

INTERESTING FORECLOSURE ACTION AT SHANGHAI.

An interesting action has recently been

tried by Sir Haviland de Sausmaure, Judge of the Supreme Court of Shanghai, the plaintiffs being the China Mutual Life Insurance Co., Ltd., and the defendant Mr. Henry O'Shea. The action arose out of a loan made by the plaintiffs to defendant, who, among other securities, deposited with the plaintiffs one original founder's share in the Electric Construction Co. (face value £1,000), together with a blank transfer form. In the month of August, 1907, a year before the loan transaction which is the origin of this case, the Shanghai Electric Construction Co., by special resolution, sub-divided each share of the original capital of the company into 100 shares of £10 each. The defendant seems to have attached great value to his particular share and so much so that at the time of the loan he appears to have impressed upon Mr. Wattie, the managing director of the plaintiff company, his desire to have the actual paper representing his share—the share certificate itself—handed back to him at the time that he should redeem it. In the month of April, 1911, in the course of the ordinary audit of the accounts of the company, the auditor found amongst the securities these papers, and he said that he thought the company ought to have these shares transferred into their own name. In consequence of this, as a matter of business and accepting the directions of the auditor, they proceeded to send this share and the blank transfer, which by this time they had filled in their own name, to the Electric Construction Co. for the purpose of having the share transferred into their own name. The Electric Construction Co. thereupon sub-divided this share of £1,000 into 100 shares of £10 each. No notice whatever was given either by the plaintiffs or by the Electric Construction Co. to the defendant that they were so dealing with his share until the month of July, when the share had already been converted apparently into other shares, when the Electric Construction Co. wrote to the defendant asking him whether the matter was in order. The defendant did not think that it was at all in order, and he, from that time, took up the attitude that he was entitled to and required to have his original share given back to him. Towards the end of the year the loan was in process of being called in. There was no demand at that time, but negotiations were in progress for its being paid off. There was one insurmountable difficulty, namely, that the plaintiffs could not give back the share which the defendant wanted and the defendant was not going to pay until they did. The result was that the defendant eventually made tender by cheque, of a sum which represented his debt at that time, on condition that they gave him back that security. It was quite obvious, of course, that he could not get it, but still the question as to whether he was entitled to get it would make his tender either good or bad. The plaintiffs brought this action for foreclosure on the equitable mortgage—real property in Shanghai, and the defence is one of tender, and a counterclaim was also raised in which the defendant claims specific performance of an agreement to return to him this share which he had deposited with the plaintiffs.

Under these circumstances, said Sir Haviland Sausmaure in delivering judgment, the one question in this case is whether when the defendant tendered a sufficient sum in satisfaction of his debt he was entitled to demand the actual scrip which he had deposited by way of security or at least share certificates in his own name which represented that original scrip. There is no authority in the cases cited at the bar for the proposition that the deposit by way of security or pledge of a share certificate with a blank transfer attached gives the creditor a right without notice to the depositor, to fill up the transfer with his own name and have fresh certificates issued to him in his own name. At most the creditor is entitled to do this for the purpose of giving effect to the contract in his own favour. In this case the contract is contained in the document of August 11th, in which power is given to the plaintiffs "to make sale and absolutely dispose of the said property in such manner as it may think most advisable without any reference to or consent on my part." The plaintiffs were not thinking of selling and merely did what they did in order to complete their security, an unnecessary act, by the memorandum of association the shares in the Electric Construction Co. can, by their Articles, only be transferred by leaving the transfer at the office of the company accompanied by the certificate of the shares to be transferred. It was also an act they cannot justify, as it put it out of their power to return the defendant what he was entitled to demand. As they had no right to deal as they did with the shares in this case, and cannot return the defendant his deposit, i.e., shares in his own name, the defendant's tender was good and he is entitled to judgment on the claim with costs.

The defendant in his counterclaim alleges an agreement which he says was entered into on August 11th to deliver up the title deeds and scrip and he claims specific performance of this agreement. Nothing turns on any of the title deeds or scrip except this share certificate in the Electric Construction Co. The alleged condition does not appear in the agreement, and I suppose the defendant means, though he does not so plead, that that condition is implied. Looking at the facts of the case, that the subdivision of the shares of the company took place in August, 1907, in accordance with the Articles of Association, that the plaintiffs sent in the defendant's share and that its exchange was effected, so far as the plaintiffs are concerned, in the ordinary course of business, that the original share is not represented by other shares issued in accordance with the Articles, I do not think that an order for specific performance should be made. If the defendant has suffered by getting one hundred ten pound shares instead of one £1,000 share, and his damages can be assessed, and I therefore award him damages, but I shall make no order as to the costs of the counterclaim till I know what the damages are.

LAMA AND TIBET.

The following telegrams are extracted from Indian papers:

KALIMPONG, March 16th.
The Dalai Lama's departure for Lhasa seems indefinitely delayed and a feeling of despondency among his party is noticeable. The three officers of his chair party returned to Tibet to-day. This is significant.

I hear that a body of 500 Khamba warriors, whose general is here with the Lama, asked permission to come down here in order to escort the Lama back to Lhasa. They were, however, ordered to stand fast for the time, and to be very careful not to embroil themselves in any fresh trouble with the Chinese. The latter have received a large sum of money lately, 100 mule loads of silver. It is alleged that this is the money which should have arrived for them months ago, but was delayed in transit owing to the outbreak of the revolution in China. One wonders if they will now repay the Tibetans the lakh of rupees they borrowed in order to pay the expenses of their return journey to China. After they got that sum, instead of leaving, as they promised, they remained on.

A CURIOUS REMOVAL.

The Telegraph states that a Peking mission is going to Lhasa, to seek the Dalai Lama's co-operation in dealing with Mongolia.

LEN AMBAN'S RUSE.

KALIMPONG, March 19th.
The Dalai Lama is holding another grand levee to-day. It is now almost certain that he will not leave before May, if even then. He is again anxious as to the turn Chinese affairs have taken in Lhasa.

It is rumoured here that Len Amban, who resigned his office in favour of General Chung three months ago, has resumed his duties. It was General Chung's intention to come down here, but by a ruse Len Amban put him off. Len had some Chinese soldiers disguised as Tibetans. They were instructed to tell Chung and his fellow-officers that they had just come from Darjeeling. There they had heard that the British Government had detained Mr. Tse (late Assistant Amban at Lhasa) and Mr. Machifu (late Superintendent of Gyantse, Mart) from proceeding to China. This information, as we know, was misleading. Another tale they spread was that the British Government gave active support to the Chinese. This news resulted in General Chung changing his plans, and so he would not come here for the present.

The rumour about 2,000 fresh Chinese troops arriving in Lhasa is now discredited. It would not be surprising, however, if a detachment from the Kansu army now approaching Peking appeared in Tibet.

TITLED TOURISTS.

A FAMOUS YACHT IN THE EAST.

With three British peers aboard and two peeresses, the yacht *Semiramis*, dropped anchor in Manila harbor shortly after ten o'clock on the morning of April 3rd, six days out from Macassar, the chief town of the Celebes.

The *Semiramis*, which is the property of the Marquis of Anglesey, has been chartered by Mrs. W. B. Leeds, one of the most popular American hostesses of London. She has invited a party of five guests aboard the *Semiramis* for a tour of the world. In the party are the Duke and Duchess of Manchester. The Duchess was Miss Helena Zimmerman, daughter of Eugene Zimmerman, a railroad magnate of Ohio. Other guests are Lord Falconer, Lord Lascelles and Lady Sarah Wilson. Every member of the party, save the Duke of Manchester, was says the *Manila Times* in good health and spirits when they landed in Manila despite two days of heavy weather on the trip from the Celebes. The Duke was suffering from a slight attack of malaria.

The party intended to motor to Malolos thence taking the railroad to Camp One and motors to Baguio. At the mountain capital they expect to stop a week. Meanwhile the *Semiramis* will coal in Manila and the party will join the vessel at San Fernando to resume the trip to Yokohama.

The Duke of Manchester is perhaps the most widely known man of the party. His estates in England cover many acres and his art gallery is among the famous ones of Great Britain. His marriage to Miss Zimmerman in 1900 attracted world-wide attention.

Lord Lascelles is a Viscount, the eldest son of the fifth Earl of Harewood. His father's estate comprises about 29,700 acres. Lord Arthur George Keith-Falconer is 33 years old, the son and heir of the tenth Earl of Kintore. He has served in the British army and was in the South African campaign from 1900 to 1902.

Lady Sarah Wilson is a daughter of the seventh Duke of Marlborough. She is the wife of Lieut.-Colonel Gordon Chesney Wilson of the Royal Horse Guards. She achieved fame during the Boer war as a special newspaper correspondent. In that war she was taken prisoner by the Boers at Mafeking in 1900 and later, exchanged for a Boer prisoner.

The *Semiramis* is commanded by Capt. E. H. Chessier.

THE RICE SEASON IN SIAM.

The Bangkok Times of the 27th ult. says:—The loading season for rice is nearly over, and old hands cannot remember a season which looks like closing so early. There are very few boats calling for European cargoes next month, and this is in striking contrast to previous years when up to May and even in June there have been big vessels loading. It will be interesting to see the figures of exports when published. It is an open secret that the export has not been a good one.

WORK ON THE PANAMA CANAL.

APPROACHING COMPLETION.

The time for the completion of the Panama Canal is now within measurable distance, and it is anticipated that the first vessels will pass through early in 1914, says the *Times*, although the official estimate for finishing the whole of the work remaining to be accomplished is somewhat less. As far as possible the construction of the Canal has been so arranged that the work shall progress evenly throughout and various portions be completed at about the same date, and matters have been kept so well in hand that it now seems practically certain that the Culebra Cut and the Miraflores, Pedro Miguel, and Gatun Locks will all be finished within a month or two of each other, about the middle of 1913, while work on the Gatun dam will come to an end somewhat earlier.

ARRANGEMENT OF THE WORK.

In order to provide an efficient organization without any overlapping of duties, work on the Canal is divided into three distinct and practically independent sections, each with its staff and under the control of a chief engineer, who is responsible to the chairman of the Commission. The sections are known respectively as the Atlantic, Central, and Pacific Divisions. The first extends from the Atlantic Ocean to the Gatun Locks, the work including the excavation between these points, together with the building of the locks and dams and other auxiliary operations. In the Central Division is comprised all the excavation and preparation between the Gatun Locks and the Pedro Miguel Locks—a distance of well over 30 miles—and in this division comes the Culebra Cut, perhaps the most troublesome portion of the whole Canal. The work in the Pacific Division is the construction of the Pedro Miguel and Miraflores Locks, and dams, the excavation between Miraflores and the Pacific, and also between the two locks. It will be remembered that from the Caribbean Sea on the Atlantic side to the Gatun Locks, a distance of four or five miles, the canal is to be at sea level, and at these locks the water is raised to 8ft. above the sea, this level being maintained so far as the Pedro Miguel lock, at the inland entrance to the Miraflores Lake, where it drops 30ft., bringing it down to 5ft. above the sea. At the Pacific end of the Miraflores Lake, which is quite small, is the Miraflores Lock, where the water is brought down to sea level, the distance from this lock to the sea being only a few miles.

LOCKS AND DAMS.

The Gatun Locks, which are in two side-by-side sets and comprise three flights with a forebay, are intended to be complete in every detail by June, 1913. All the excavation has been finished, and about three-quarters of the masonry for the floors, sides, and centre walls has been laid—and it may be mentioned that the total amount required is well over 2,000,000 cubic yards, the cost of which works out at approximately 28s. per cubic yard. All the material for the masonry, except the cement, is, of course, obtained on the spot, and by means of efficient transport the cost is kept comparatively low in spite of the high rate of wages paid for the work. The concrete remains to be laid at the Pedro Miguel Lock, and this portion of the work may be considered as practically complete, the cranes having been moved during last year and put together again at the Miraflores Lock. Here about three-quarters of the masonry work still has to be done, but as there are now eight cranes concentrated on the operations no delay will be occasioned.

The construction of the huge dam at Gatun is making extremely good progress, only a little over one-tenth of the material now remaining to be added. The figures for this work are enormous, and it is computed that during last year nearly 5,000,000 cubic yards of material were put towards the formation of the dam. As regards the less important dams at Pedro Miguel and Miraflores, but little work was carried out on the former last year pending the alteration of the drainage arrangements, but the latter is practically complete, about three-quarters of a million cubic yards of material having been added during the last 12 months, of which, as in the case of the Gatun dam, a large proportion was hydraulic filling.

THE CULEBRA CUT.

There is no doubt that the work which has given rise to the greatest anxiety is the excavation; particularly in that part of the Canal known as the Culebra Cut, where the frequent and, apparently, unpreventable slides have caused a great deal of trouble. These slides, however, have now become less frequent, and it seems probable that there will be very serious slips will occur at all. Between 16 and 17 million cubic yards of material were excavated in the Cut last year, of which some 5,000,000 cubic yards were due to slides, but it is satisfactory to note that all the extra work thus entailed will not add to the expenditure on this part of the work, since the cost of excavation per cubic yard has been reduced below the figure originally estimated, and is about 3s. per cubic yard, including all charges. The Culebra Cut is now more than four-fifths complete and should be quite ready within 12, or 14 months. The excavation on the Atlantic and Pacific sections of the Canal—between the Gatun Locks and the Atlantic, and the Miraflores Locks and the Pacific—is in about the same state. Altogether during last year well over 30 million cubic yards of material were excavated, and the amount remaining is but little in excess of this figure.

OPERATION.

Most of the details in connection with the operation of the Canal have been worked out, and there are in many cases of great interest, inasmuch as they have to large extent to be of original design owing to the nature of the undertaking. The provision of fender chains or similar devices to retard the motion of vessels in the docks and bring them to rest before reaching the gates was, of course, essential; the arrangement which it is proposed to adopt throughout, subject to satisfactory tests of the first design, is to have a 3-inch chain which in the ordinary way will lie on the bottom of the lock, but which, when in operation, will be raised by hydraulic power evenly from both sides of the lock. The *minimum* distance between any chain and a lock gate which it

serves to protect will be about 75ft., and a vessel on striking the chain will cause it to pay out against a liquid resistance, an arrangement of hydraulic cylinders being designed by which a retarding force up to 100 tons will be exerted. It is estimated that by this means a 10,000-ton vessel moving at four knots, or a 50,000-ton vessel at two knots, can be brought to rest within 70ft.

Good progress has been made with the enormous lock gates, and a large proportion of the material for these has arrived at the Canal site. Two of the gates were erected in the shops of the builders before being despatched; for the erection on the spot a bridge is built across the lock traversed by a locomotive crane, which enables the gates to be built up in place with comparative ease. All arrangements have been completed with regard to the electric towing plant, and practically all the material for the rack railway is now on order.

SHOULD SOLDIERS MARRY?

BURNING QUESTION IN CLUB AND BARRACKS.

An article in the *Pall Mall Gazette* recently dealing with the question of the difficulty that the rank and file experience in getting married "on the strength" while serving with the colours has excited the greatest interest, our contemporary says, throughout the Army, and has been the subject of much discussion, as much in the barrack room as in the clubs and the messes.

While officers seem to be agreed, for the most part, that it is not desirable that the percentage of men granted permission to marry should be increased, the men hold that any soldier who can show a valid reason for desiring to marry, that his proposed wife is of respectable parentage and upbringing, and he can produce a good character to his commanding officer, should be added to the married roll as a matter of course.

Every year the number of men who decide to re-enlist for the full period of twelve or twenty-one years is growing less and less, and in a large measure this is due to the fact that they are glad to go on to the reserve at the earliest possible moment in order to marry.

It would not cost a very great deal to increase the percentage of men allowed to marry "on the strength" from its present figure of 3 per cent. to at least 10 per cent., and such a concession would cause the greatest satisfaction throughout the Service, and would probably prove a great stimulant to recruiting.

At the same time, the allowances granted to the married soldier in respect to his wife and family need to be increased.

The great stumbling block in the way of the marriage of soldiers being put upon a proper footing is the cost that would be entailed. Foolish notions of economy cause the authorities to consider that in the event of a war, the larger the number of married men fighting in the ranks the greater would be the amount required for separation and other allowances, for wounds, pensions, and for gratuities in the event of a man being killed in action or dying of his wounds.

This, however, is logic only worthy of the War Office, says the *Pall Mall Gazette*.

THE BURIAL-PLACE OF SIR STAMFORD RAFFLES.

The *Times* publishes the following letter from Mr. Arnold Wright, Holly Lodge, Wimbledon Park-road, S.W.:—"In your issue of Friday, March 1st, appeared an advertisement signed by the solicitor of the vicar and churchwardens of St. Mary's Church, Hendon, intimating that all persons 'interested in the remains of deceased persons interred within that portion of the churchyard adjacent to the south side of the church proposed to be covered by the enlargement of the church' should apply to the Judge of the Consistory Court for directions with regard to the re-interment of such remains. May I be permitted to draw attention in your columns to the fact that the nation is very much interested in the remains of one who is buried in this part of Hendon churchyard? I refer to Sir Stamford Raffles, the founder of Singapore. Strangely enough, although Raffles died less than a century ago, the exact position of his grave is unknown. Tradition points to a spot close to the third window in the south front of the sacred building as being the site, but there is not a vestige of real evidence, I believe, to support the presumption. In the circumstances it is permissible to hope that an effort will be made during the forthcoming operations to settle once for all the question of the *locus in the grave*, and that if it should be necessary to remove the remains they shall be given fitting reinterment and a monument erected above them to remind the Britisher of to-day what the country owes to the memory of this great Empire builder. It is true, as Sir Frank Swettenham says in his well-known work on British Malaya, that 'Raffles' best epitaph is written in Malay, and had he been buried in the country he loved so well we should know where to find his grave.' Nevertheless, it would be a scandal if failing any special intervention his dust were transferred from one nameless grave to another probably remote from the original place of burial."

Most of the details in connection with the operation of the Canal have been worked out, and there are in many cases of great interest, inasmuch as they have to large extent to be of original design owing to the nature of the undertaking. The provision of fender chains or similar devices to retard the motion of vessels in the docks and bring them to rest before reaching the gates was, of course, essential; the arrangement which it is proposed to adopt throughout, subject to satisfactory tests of the first design, is to have a 3-inch chain which in the ordinary way will lie on the bottom of the lock, but which, when in operation, will be raised by hydraulic power evenly from both sides of the lock. The *minimum* distance between any chain and a lock gate which it

HIGHEST TUNNEL IN EUROPE.

The tunnel continuing the Jungfrau Railway from the Bismere Station to the Jungfrau Joch (Saddle), which is 11,400 feet above sea-level, was pierced at a quarter to six on the morning of February 21st. The tunnel emerges at the Jungfrau Joch amid glaciers, about 2,000 feet below the summit of the mountain (13,659 feet). The building of the railway was begun sixteen years ago, and it is expected to reach the summit of the Jungfrau in about three years.

The Jungfrau Railway is the third highest in the world, and the tunnel which has just been finished is six and a half miles long.

INTIMATIONS

3 CHILDREN HAD ECZEMA ON FACES

Began in Red Places, Spread Rapidly. Broke and Made Raw Sores. Speedily Cured by Cuticura Soap and Ointment. Have Had No Return.

"My three children had an outbreak of eczema on their faces. It began with the oldest, thirteen years old. After using a sample tin of Cuticura Ointment for him, by gently applying every night and morning and bathing in warm water, I found the scabby sores began to dry up and fall away, and before I had finished the sample he was completely cured. Then I found my other two children, Arthur, twelve years old, and Sybil, nine, had a breaking out on their faces. It began with a red place and then in a few days it broke out as a lot of little muttony places about as large as pin heads which burst out into raw sores. A neighbour told me it was eczema that the children had. It began to spread rapidly. I tried several ointments but they only seemed to make it worse. As their cases seemed more obstinate I got a tablet of Cuticura Soap as well as a tin of Cuticura Ointment and at the end of three weeks all their faces were perfectly clear and smooth, and they have had no return of the complaint since. Just after that, Sybil fell and broke the skin of her knee by falling on some rough, gritty stones. I think she would have had a very bad case but I persevered with Cuticura Soap and Cuticura Ointment which drew all the discharge and dirt out. I have recommended Cuticura Soap and Ointment to several of my friends and shall always keep them by me, for they completely cured my three children of eczema." (Signed) Mrs. E. Edwards, 2, Woodview Cottage, Heywood, Westbury, Wilt., Eng., Aug. 11, 1911.

Cuticura Soap and Ointment are sold throughout the world. A liberal sample of each, with 32-p. book post-free from nearest depot; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.; Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; N. S. W. Lennan, Ltd., Cape Town; Muller, Moclean & Co., Calcutta and Bombay.

87-12

Chs. J. Gaupp & Co.

ALEXANDRA BUILDINGS,

CHATER ROAD.

WATCHMAKERS, AND JEWELLERS, OPTICIANS.

FINEST QUALITY DIAMOND JEWELLERY A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

CLOCKS of all descriptions.

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

CLARK & Co. SCIENTIFIC OPTICIANS WORK BLDGS. HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, the 13th APRIL, 1912, commencing at 3.30 p.m. The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.

BEGINALD F. C. MASTER, Hon. Secretary and Treasurer. Hongkong, 11th April, 1912. [554]

TRANS-SIBERIAN RAILWAY.

INTERNATIONAL SLEEPING CAR CO. OF BRUSSELS.

HAVING been Appointed AGENTS of the above Company, for Hongkong and Canton, we will issue through tickets for the Great Trans-Siberian Route to Europe and America and act as Agents for the Government Railways of China, The Imperial Railways of Japan and Russia, The Korean and South Manchurian Railways and nearly all the Steamship lines in the Far East. P. A. LAPEQUE & Co., 4, Queen's Building, Telephone 950. Hongkong, 1st April, 1912. [398]

REDUCTION.

WE are pleased to be able to announce that, on and after the 5th instant, the following Prices will rule for our:—

"DAISY" BRAND BUTTER...80 cts. per lb.
"DAIRYMAID" " " 75 " "
"BUTTERCUP" " " 70 " "
"PASTRY" " " 65 " "

THE

DAIRY FARM CO., LTD.

[330]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,

H. HAYNES.

Hongkong, 1st March, 1912. [389]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock. WEATHERS with Glass Shades from \$4 up. BROWN, JONES & Co., 41, Morrison Hill Road. Telephone 423. Hongkong, 18th October 1911. [776]

DON'T READ THIS. UNLESS YOU WISH TO DRESS WELL.

WE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies and Gent's Wear, from a leading Japanese Manufacturer Supplying the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zeland Street, Hongkong, Hongkong, 29th March, 1912. [59]

GRACA & CO.

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER SERIES, TOYS, BOOKS, MANILA CIGARS AND CIGARETTES. HONGKONG HOTEL BUILDING, PRINCE STREET HONGKONG. 524.

NOW READY.

DIRECTORY of PROTESTANT MISSIONARIES in China, Japan and Corea.

For the Year 1912. Paper Covers " " 80 Cents. Cloth Covers " " One Dollar. To be obtained at the HONGKONG DAILY PRESS OFFICE and Local Booksellers. Hongkong, 13th March, 1912.

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water-frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

ENTERTAINMENTS

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS THE NEW BANDMANN OPERA CO.

TO-NIGHT! TO-NIGHT!

The New Charming Musical Comedy,

THE KING'S BRIDE.

FRIDAY, April 12th: Mr. George Edwards' Brilliant Musical Success.

THE GIRL IN THE TRAIN.

SATURDAY, April 13th: The Huge Shaftesbury Theatre, London, Success.

THE ARCADIAN, Always Merry and Bright.

MONDAY and TUESDAY, 15th and 16th: For the first time in Hongkong, George Edwards' Latest Success,

PEGGY.

From the Gaiety Theatre, London.

WEDNESDAY, April 17th: FAREWELL PERFORMANCE.

Plan Now Open at MOUTRIE'S. PRICES: \$3.50, \$2 and \$1. Doors Open at 8.30 p.m. Commence at 9.15 p.m. Hongkong, 10th April, 1912. [549]

VICTORIA THEATRE.

SPECIAL BAND NIGHTS.

By kind permission of Col. HAMILTON and OFFICERS, The Band of the 1st KOY.L.I. will play every FRIDAY NIGHT, when Special Programmes will be arranged.

HANDSOME PICTURES Just Received, the first of which will be exhibited to-day, "THE DEEPEST DYE," By MAX LINDER.

"GAUMONT GAZETTE," LATEST NEWS FROM HOME.

THE GREAT HISTORICAL FILM: MADAME SANS GENE.

The famous Artists, HARRY—"THE QUEALYS"—NELLIE. TWO PERFORMANCES NIGHTLY, 7.15 p.m. and 9.15 p.m.

GRAND MATINEES—SATURDAY AND SUNDAY, at 4 p.m. Hongkong, 10th April, 1912. [58]

PUBLIC COMPANIES

GULA KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 4th to 16th APRIL, 1912, both days inclusive.

By Order of the Directors, LOWE, BINGHAM & MATTHEWS, Colonial Register.

Hongkong, 4th April, 1912. [550]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912. [542]

CHINA TRADERS' INSURANCE CO. LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd APRIL, 1912, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 4th April, 1912. [543]

INTIMATIONS

RAINCOATS and WATERPROOFS

BURBERRY

COATS

READY MADE

or

To MEASURE.

\$38.00

\$45.00

\$50.00

EACH.



ZAMBRENE

COATS.

RAIN

BUT NOT

AIR PROOF.

\$28.00

\$32.00

\$42.00

EACH.

ANDERSON'S WATERPROOFS

\$13.50 \$18.50 \$21.00 \$28.00

LANE, CRAWFORD & CO.

[51]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 11th April, 1912, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street, A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

SILK TAPESTRY COVERED DRAWING ROOM SUITE, Double and Single WARDROBES with BEVELLED GLASS DOORS, NEW BRASS MOUNTED BEDSTEAD, TEAK TOILET TABLES, TEAK and MARBLE TOP WASHSTANDS, CHEST-OF-DRAWERS, TEAK OVERMANTLES, FINELY CARVED SIDEBOARDS, DINING WAGGONS, DINING TABLE and CHAIRS, DINING SERVICE and GLASS WARE, ELECTRO-PLATE and SILVER WARE, OIL PAINTING and ENGRAVINGS, BRASS FENDERS and BRASSES, CARPETS, RUGS, LACE CURTAINS, &c.

A Selection of CANTON BLACKWOOD WARE, FOUR COTTAGE PIANOS, by Haake, &c. EIGHT TYPEWRITERS, SIX SEWING MACHINES (New), and A Collection of BUTTERFLIES in Cabinet. On View from WEDNESDAY, the 10th April. Catalogues will be issued. Terms:—As Usual.

GEO. P. LAMMERT, Auctioneer. Hongkong, 5th April, 1912. [547]

FOR SALE

FOR SALE.

DEBBINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—

C. SCHROTER, Care of Messrs. GARRER, BORMER & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [125]

FOR SALE, With or Without Furniture.

"TOR CREST" No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply—

LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings Hongkong, 7th March, 1912. [416]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost. Apply—

MANAGER, "Hongkong Daily Press" Office. Hongkong, 13th March, 1912.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE " " \$5.

DAILY PRESS OFFICE. Hongkong, 6th March, 1912.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 4 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [2]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama. HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 55, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,800,000 about \$1,400,000

EVERY DESCRIPTION OF BANKING

BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000 Capital Subscribed (paid up) ... Yen 6,250,000 Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI; FORMOSA.

BRANCHES AND AGENCIES: Amoy, Canton, Foochow, Kowloon, Swatow, Tientsin, Kobe, Nagasaki, Osaka, Shanghai, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road. Interest allowed on Current Accounts. Deposits received on terms which may be had on application. K. THUDZURABARA, Manager. Hongkong, 1st May, 1911. [1316]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000 RESERVE FUND ... £1,650,000 RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FIXED DEPOSITS are received for 12 months at 4 per cent. per annum, and for shorter periods rates are quoted on application. W.M. DICKSON, Manager. Hongkong, 29th March, 1912. [133]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED ... 1,125,000 PAID UP ... 562,000 RESERVE FUND ... 365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Canton, Cebu, Galle, Singapore, Penang, Kota Bharu, Kelantan, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager. Hongkong, 29th March, 1912. [538]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000) Paid up Capital Fl. 12,401,050 (£1,033,421) Reserve Fund Fl. 3,252,157,01 (£271,013)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DIACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balance and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLDRINGH, Manager, No. 8, Des Voeux Road Central. Hongkong, 15th August, 1909. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL...Yen 46,000,000 PAID-UP CAPITAL...Yen 30,000,000 RESERVE FUND...Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Antung-Hsien, Liao-Yang, Ryojun, Calcutta, London, San Francisco, Canton, Lyons, Shanghai, Chongchun, Nagasaki, Foshing, Fongtong (Mukden), Newchwang, Tientsin, Hankow, Osaka, New York, Tokyo, Honolulu, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS—STEELING \$15,000,000 at 2 1/2—\$15,000,000 SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHELLIM, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. H. Medhurst, Esq., G. F. Frieland, Esq., W. L. Pattenden, Esq., G. S. Gubbay, Esq., Hon. Mr. C. H. Ross, G. R. Leeson, Esq., H. A. Sieba, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—H. E. B. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager. Hongkong, 21st February, 1912. [19]

TO LET

OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell's Ltd.'s New Building, Des Voeux Road Central; suitable for Offices, Electric Light, Lift; Lavatories with all Modern Conveniences. May be inspected on application to— Wm. POWELL, Ltd., Alexandra Buildings. Hongkong, 29th February, 1912. [383]

TO LET.

OFFICES in KING'S BUILDING. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st April, 1912. [12]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yau-mat Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 2nd November, 1911. [525]

TO LET.

THE KOWLOON HOTEL PREMISES with Flower and Vegetable Gardens. Suitable for Mess. Immediate possession. Apply to— THE SPANISH PROCUATION, Hongkong, 14th February, 1912. [311]

TO LET.

OFFICES and GODOWNS in Duddell Street. No. 12, BEACONSFIELD ARCADE First Floor. No. 13, BEACONSFIELD ARCADE, First Floor. "ROGATE" Austin Road, Kowloon, from 1st April. "EGGESFORD," No. 114, PEAK. Furnished or Unfurnished from 1st April, 1912. 6 ROOMS. No. 57, PRAYA GRANDE, Macao. Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 10th April, 1912. [122]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st April, 1912. [120]

TO BE LET.

SHOPS and OFFICES, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 29th August, 1911. [12



NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

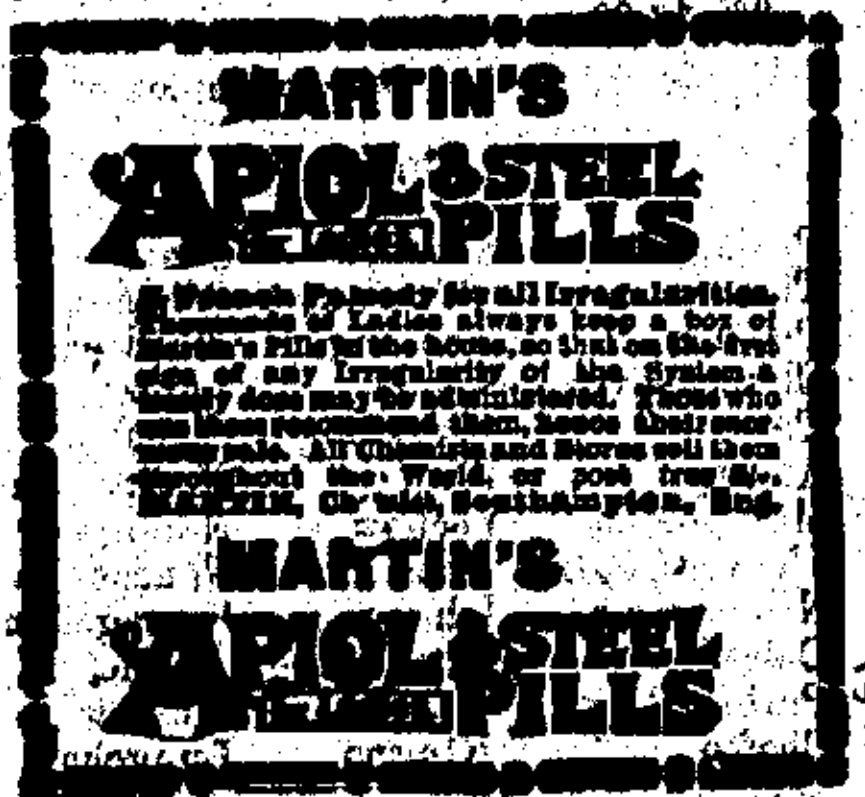
UNVARIABLE FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.



As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

**Calvert's
Tooth Powder**

They know—they can tell from
their teeth—how well the
dentifrice does what they want, that
food particles are never allowed
to accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.
Your local Chemist or Store
is sure to stock and sell it.
F. C. CALVERT & Co., Manchester, Eng.



THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an
area of 30,000 square miles.

Two and a half million people facing starvation

PLEASE SEND YOUR CONTRIBUTION
TO-DAY.

IT WILL HELP TO SAVE LIFE

H. C. GULLAND, Esq.,

Treasurer:
INTERNATIONAL BANKING CORPORATION,
Shanghai.
Manager.

FASHIONS AND FANCIES.

THE NEW COURT RULES.
The new regulations for the Courts show
that the Queen is far from favouring the
eccentricities of dress in which some of
the smart folk have recently indulged. It
seems at last year's Courts Her Majesty
was scandalised by the shortness and
tightness of the "petticoat," otherwise
dress, in which some of the debutantes,
and others old enough to know better,
appeared at Buckingham Palace. Con-
sequently the new rule went forth that
skirts must just clear the floor in front
and at the sides, and at the back extend
into a square train lying fifteen inches on
the ground. The train proper is also
shortened and widened by these regula-
tions. Influence from headquarters is
therefore apparently on the side of com-
monsense and at the same time against
dowdiness. No one in the kingdom
dresses more neatly and smartly than
Queen Mary. Her skirts are of width
sufficient to give perfect freedom in walk-
ing, and Her Majesty has never yet been
seen, except for walking, in a short gown,
and has a great dislike to tea-gowns or
other garments that may be called floppy.

AT PRIVATE VIEWS.
Very smart, indeed, were some of the
costumes seen at last Saturday's private
views at picture galleries. One little lady
wore a sheath gown of black satin and a
Victorian coal scuttle hat of the same
material covered with alternate rows of
gathered white Valenciennes and black
feather trimming. She had a long, wide
stole of white pique bordered with black
fox, with a small finger muff to match,
and was a very successful exponent of the
crave for black and white. Equally
felicitous, and in strong contrast with this
moderation of colour, was a black mar-
quisette, tunic bordered with brown fur
and worn over a tight, short skirt of cerise
silk. The immense cerise straw hat was
lined with black velvet, and turned sharp-
ly up in front, the rest of the trimming
consisting of cerise and black feathers.
A short coat in sealskin, or one of its
clever imitations, opened in front to show
a cerise silk vest trimmed with buttons
to the number of possibly two hundred,
and fastened down the front with larger
black ones.

ECENTRICITY IN HATS.
More eccentric than ever are the shapes
of hats, but, one is pleased to record, they
are much more becoming, being caught up
into curves to suit the characteristics of
the wearer. Now is the hair entirely
hidden as it was in the case of many of the
huge hats of a year ago. An extremely
charming example is one made of canvas
in a pale khaki colour lined with black
satin. The brim is turned up exactly in
the centre of the front, again sideways at
the back, while it forms a deep curve
downwards over the left ear. The crown
is almost covered with dog-roses and
violets. Coloured straws are used in tints
more artistic than have ever been seen
before. A Dunstable in deep violet is so
flexible that the curves can easily be
made at the will of the purchaser, when
she gets the hat home.

AN INGENIOUS DEVICE.
One clever girl has a mode of shutting
the hat half-way in and half-way out of
a drawer in a chest, and producing the
curves in this primitive fashion. She
tightly makes it answer for the hats she
wears are both pretty and becoming.
Home millinery is less easy when applied
to toques, for the draping of the silk or
other material needs practised skill. A
wholly unnecessary quantity is used in
these toques; seven yards of black taffetas
are pleated into the brim of one such
toque. The brim itself is white corded
silk with a trimming of cabochon jet.
Many of these toques are without further
trimming, while others have aigrettes or
sprays of flowers at the left side, perhaps
a brush up-standing in front.

ABOUT THE NEW COLOURS.
The colours most frequently seen in the
Court gowns are various shades of blue,
some of them very lovely; a vivid spring-
like green; heliotrope, which is to be in
great favour this year; cerise, the rage
for which goes on increasing; yellow, fast
coming into fashion; shots; and a wonder-
ful purple with a dash of crimson in it,
as nearly as possible the true royal purple.
As these are all very becoming colours,
there is nothing to grumble at so far, but
one hears of crude, harsh tints which
Paris is preparing for the women of the
civilised world. The colours themselves
are so harsh and new as to be barbarous
instead of civilised, but clever women
know how to mitigate their unbecom-
ingness by veiling them with some soft tint.
For instance, the vermilion of which we
read as threatening us becomes a
delicately beautiful and harmonious
colour when veiled with crocus mauve in
some light material such as chiffon or,
better still, very fine Brussels net or tulle.
Dark colours have been so long in vogue
for outdoor wear in winter that it is small
wonder that a reaction occurs in the
bright spring months. But perhaps these
loud colours will prove to be but a pass-
ing craze. One can but hope so.

MORE ABOUT HATS.
The feathers worn on hats grow taller
and taller, and are proving rather alarm-
ing to the builders of motors, for the
smart Parisian lady makes it a rule not
to buy a car that is not high enough in
the roof to "take" her highest piece of
headgear. Woman rules the world, we
are told. She certainly rules the world of
smart vehicles, and her influence on
the shape and appointments of the
fashionable car has been extraordinary.
One of the newest shapes in hats is rather
like the upper part of a beehive cut away
from the lower. The feathers, trimming,
it entirely cover the straw, and are
arranged to follow the outline and form
a point at the top; these, with the stems
of the feathers which spread out as they
descend, just overpassing the brim. It
is a becoming hat when worn at a certain
angle, but it is said that so many are
the mistakes about these angles made by
the customers of a well-known modiste,
that she is thinking of sending out an
illustration with each hat that she sells,
showing the exact position it should
occupy on the wearer's head.

THE VERY LATEST.
One of the prettiest hats of the season
has a high brim, arranged turban-fashion
on the head, and over it a large plateau
caught down in curves, none of which ex-
tend lower than the turban brim. This
is very becoming, since it allows the hair

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LTD.**

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IN ALL THE LATEST SHAPES.

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All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

128

to be seen beneath the hat all round. The
trimming consists of velvet flowers placed
on either side on the curves above the
ears. At back and front the brim is
raised high. The newest turban almost
entirely conceals the hair, and is not in
the least Oriental. The latter is merely
folded round and round the head, whereas
the form adopted by our English beauties
is a mixture of straw and silk, the latter
passing over bands of the former, and
emerging at the left side in high dog's
ears. It has a rather one-sided effect,
which is increased by the folds of silk
entirely covering one ear, but leaving the
puffed-out hair visible over the other.

THE PRESENT FANIER.
When we read of the revival of the
panier we must not make a picture in our
minds of that which was in vogue some
fifteen years ago, the drapery bunched up
on the hips, caught back in a curve,
thence hanging straight to the edge of the
gown. No; the panier of the moment
resembles the real wicker-work
dixiey panier, for it is gathered in at
about the waist, hangs to a few inches
above the knees, and is there caught up
over a sheath skirt. The puffed-out
panier of the moment is usually in very
soft materials, and is often seen in a con-
trasting colour with the skirt which ap-
pears below. Usually the bodice is in the
same material as the panier itself, but
many variations are made upon this
theme.—X. AND Z. in The Globe.

PIPES.

Of those boons, and they are many,
which modern man is permitted to enjoy
in peace, but as a result of generations of
perseverance under persecution, the pipe is
a notable example. Up to quite recent
times, the pipe-smoker was anathema in
polite society; he was compelled, in the
interests of domestic tranquillity, to
indulge his habit more or less in secret,
to hide his pipes, and to profess, in
public, a marked taste for the more refined
cigar or even for the elfin cigarette.
Those days have passed; pipe-smoking
man has conquered. If he is not yet
universally approved, he at any rate is
tolerated. But how many smokers, enjoy-
ing that serene content which rises, with
each soothing smoke wreath, from a well-
seasoned briar, know what their pre-
decessors have suffered that this joy might
be the legacy of posterity?

The "stinking habit," at one period of
its history, produced a mass of censorious
literature, which, bulked almost as large
as that directed against witchcraft. Pope
Urban VIII. and Innocent XI. issued
decrees prohibiting it. Several Turkish
Sultans ordained that any person found
smoking should suffer the penalty of hav-
ing his pipe thrust through his nose;
while, in Russia, the nose of the detected
smoker was cut off!

In Ancient Mexico, pipes were smoked,
as has been recorded by Cortes' historian,
and the tobacco was mixed with aromatic
substances. So that the now popular
smoking-mixtures are not of modern
invention. The Mexicans compressed the
nostrils with the fingers and inhaled the
smoke; moreover, frequently they swallow-
ed it. Their pipes often were of silver.

But, although these Aztec pipes some-
times are regarded as the earliest known,
the oldest, properly, are those which have
been recovered from the prehistoric
tumuli of the Mississippi Valley. They
are in stone, of various kinds, and some
of them are carved in the form of human
heads and in the shapes of various
animals, birds, and reptiles. All have a
broad base, perforated, and forming a
stem. Among the creatures represented
are bears, beavers, seals, frogs, serpents,
and many kinds of birds. But the
examples (of which but two or three
would appear to have been found) repre-
senting turtles, elephants, have proved
the most interesting to American
archaeologists; for their discovery gave
rise to the theory that the unknown
people who fashioned them must have
existed contemporaneously with the long
extinct mastodon.

It is a matter of doubt whether the use
of tobacco in any form was known in the
East, prior to the discovery of America.
There would seem to be some ground for
supposing that the Chinese were familiar
with it at an earlier date. However this
may be, it is a fact that Oriental tobacco-
pipes differ materially from those in use
in Europe, whether they be the rude
Ababdeh serpentine pipes or the hookahs
of the luxurious Turk. The latter form
of pipe, sometimes known by its Persian
name, narghile, is distinguished by its
flexible tubes, and its bottle to contain
perfumed water. The same form appears,
too, in the hubble-bubble of India, in
which, however, the water vessel usually
is made from a coconut shell.

Towards the end of the 18th century,
pipes of porcelain were made at Sevres,
Chelsea, Dresden, and other famous
European porcelain manufactories; and
porcelain pipes, though of a common
kind, and generally with wooden stems,
still are made in large quantities in
Germany, and principally for German
use. The famous Meerschaum pipes,
made in such large numbers in Austria,
are quite distinct from these pipes of
prepared clay. Meerschaum (sepiolite) is
a mineral found chiefly in Europe, at
Trübschitz, in Moravia, and at
Sebastopol and Kaffa, in the Crimea. In
Turkey in Asia it also occurs in abundant
alluvial deposits, notably at Eske-shehr.
It is also found in Spain and in
North Carolina. The German name,
"meerschaum" or "sea froth," was
ignorantly given to it by reason of its

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"C. FRED. LABISZ"

Captain Schuler, having arrived, Consignees of
Cargo are hereby informed that their goods are
being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd. Insurance delivery may be obtained
against Bills of Lading counter-signed by the
Underwriter.

Optional Cargo will be carried on unless notice
to the contrary be given To-day.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst. will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 10th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex.s.s. "Germania" from Gothenburg.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 5th April, 1912. 1548

NORDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst., at 9.30 A.M.

All Claims must reach us before the 19th
inst., or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be counter-signed by the
Underwriter.

This Steamer brings Cargo:

Ex.s.s. "Orscole" from Venice via Port
Said.
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 5th April, 1912. 15

having been found on the seashore, in
peculiarly smooth, snow-white lumps. It
was imagined to be petrified sea foam.
Practically all the meerschaum that is
found is made into pipes, but, as it has,
in its natural state, a soft and soapy
consistency, and makes a lather with
water, it is sometimes employed by the
Turks as a substitute for soap, and in the
Moorish baths of Algiers.

Although pipe-smoking is a custom of
comparatively recent date, the varieties
of pipes, if we include those in use by
uncivilised peoples, are too numerous for
mention. One of the most singular,
perhaps, is that which occurs in the
Zambesi district of East Africa, its stem
being formed of an entire antelope's horn,
and one of the most modern, so far as
its use in England is concerned, the
calashash, which seems to have been intro-
duced, not from tropical America, where
the tree is indigenous, but from South
Africa, during the time of the late Boer
War.—The Globe.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 1 P.M. of the
11th inst. will be landed at Consignees' risk
and expense.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by the
Underwriter.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 8th April, 1912. 1552

MITSUBISHI BISHI KWAIRFA.

**(MITSUBISHI CO.)
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MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BORNHOFF & Co., Ltd.**

For Particulars, apply to
Y. SHIBUYA,

Manager,
No. 2, Peddar Street, Hongkong.
Hongkong, 10th August, 1911. 1663

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Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

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And regularly thereafter.

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GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

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Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
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Meals for epicures under the superintendence of chef of International Repute.

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First Class accommodations are provided for £45 to London (return ticket £74)
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CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	30th April, at 1 P.M.
NILE	11,000	TUESDAY,	14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERIA	9,000	TUESDAY,	11th June, at 1 P.M.
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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 11th April, 1912.

8 a.m. "HONAM." 10 p.m. "FATSHAN." 8 a.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

FRIDAY, 12th April, 1912.

8 a.m. "HEUNGSHAN." 10 p.m. "KINSHAN." 8 a.m. "HONAM." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14th April

The Company's Steamship "HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

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CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and

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Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the

Company's direct steamers "LINTAN" and "SANUL." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

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Hotel Mansions (First Floor), opposite the Blake Pier.

[143]

TOYO KISEN KAISHA TRANS-PACIFIC WESTERN PACIFIC DENVER AND RIO GRANDE TRANS-CONTINENTAL TOYO KISEN KAISHA.

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STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAPIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th Apr. 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong. 2nd April, 1912. PHILIPPINES S.S. Co. [13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		Sat. 27th April, Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

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SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... On 25th April.
KOBE and MOJI "CEYLON" ... 9,000 ... About 10th May.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

AVERAGE MARKET PRICES.

April 4th, 1912.

The Prices are given in Dollar Cents.

Bureau Market.

Mei Lung Pa Yuk—Beef, sides, and prime cut ... lb. 20

Han Ngau Yok—Corned Beef ... 20

Shiu Ngau Yok—Roast Beef ... 20

Ngau Nam—Beef of Beef ... 18

Tong Yok—Beef for soup ... 20

Ngau Yok Pa—Beef Steak ... 24

Ngau Yok Chong—Sausages ... 24

Ngau No—Bullock's Brains set ... 30

Ngau Lao—Beef Steak, Sirloin lb. 30

Ngau Lo—Bullock's Tongue, fresh, each 45

Han Ngau Lo—corned, 45

Ngau Lo—Bullock's Head, 50

Han Ngau—Heart, lb. 12

Han Ngau Kin—Beef Pump, salt 18

Ngau Kok—Bullock's Feet, each 18

Ngau Lu—Bullock's Kidney ... 18

Ngau Mai—Bullock's Liver ... 18

Ngau Kon—Bullock's Liver ... 18

Ngau To—Bullock's Tripe, dressed 6

Ngau Tai Pau Kok—Calves' head and feet, set \$1.00

Yong Kai Kwat—Mutton Chop lb. 23

Yong Kai Kwat—Mutton Shoulder 23

Yong Kai Kwat—Mutton Shoulder 23

Yong Kai Kwat—Mutton Shoulder 23

Yong Kai Kwat—Mutton Shoulder 23

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SHIPPING

ARRIVALS.

CARL DIERCKHOFSEN, German str., 774, Chr. Jurgensen, 10th April—Haiphong and Hoihow 9th April, General-Jensen & Co.
CHINA, American str., 3,186, Emery Rice, 6th April—San Francisco 12th March, Mails and General—Pacific Mail S.S. Co.
DALIN MARU, Japanese str., 1,573, D. Fuchigami, 10th April—Sawato 9th April, General—Osaka Shosen Kaisha.
HAIYAN, British str., 1,183, J. S. Rosch, 10th April—Sawato 9th April, General—Douglas, Lapraik & Co.
H.M.S. Flora, British cruiser, 4,300, O. F. Corbett, M.V.O., 6th April—Shanghai 6th April.
HONGKONG, French str., 739, Corneliussen, 10th April—Haiphong 8th April, Rice and General—A. R. Marty.
HONG MOH, British str., 2,555, Gardner, 6th April—Singapore 4th April, General—Chinese.
KUMANO MARU, Japanese str., 3,471, M. Winkler, 9th April—Japan 4th April, General—Nippon Yusen Kaisha.
QUARTER, German str., 1,146, H. Modus, 9th April—Saigon 5th April, Rice—Sander, Wieler & Co.
TACOMA MARU, Japanese str., 3,830, H. Yamamoto, 10th April—Manila 7th April, Flour and General—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
April 10th.
CHILDAR, Norwegian str., for Manila.
CHOWSANG, British str., for Shanghai.
CHOWTAL, German str., for Hoihow.
HONG MOH, British str., for Amoy.
MITSUKI MARU, Jap. str., for Japan.

DEPARTURES.

April 10.
BUYO MARU, Japanese str., for Japan.
HAIYAN, British str., for Sawato.
KAKA MARU, Japanese str., for Shanghai.
KUEIOWING, British str., for Weihaiwei.
LAIBANO, British str., for Straits.
LUBI, American str., for Manila.
SIBIR, Russian str., for Straits.
SIKANG, French str., for Haiphong.
WUHU, British str., for Ningpo.
YAWATA MARU, Japanese str., for Japan.

SHIPPING REPORTS.

The British str. *Haitan* reports: Clear until 6 hours, and then thick fog.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Manchuria* from San Francisco sailed from Yokohama on the 8th April en route for Hongkong, and is due to arrive here on the 10th April. The American mail has been transferred at Yokohama and will arrive at Hongkong by the N.D.L. str. *Lutzow*.
The T.K.K. str. *Chiyo Maru* with U.S. mails, sailed from San Francisco on Wednesday, the 27th ult., and is expected to arrive here on April 23rd.
The P.M. S.S. str. *Nile* sailed from San Francisco on the 3rd April, for Hongkong via Honolulu, etc., and is due to arrive here on the 30th April.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 5th April, a.m.
The G.M. str. *Prinz Ludwig*, carrying the German mails with date from Berlin of the 20th March, left Colombo on the 6th April, p.m., and may be expected here on or about 17th April, p.m.

THE INDIAN MAIL.
The Apar str. *Catherine Apar* from Calcutta left Singapore on the 8th April, p.m., and may be expected here on or about the 14th April.

THE MERCHANTS STEAMERS.
The P. & O. Co.'s str. *Assaye* left Singapore for this port on the 7th April, at 10.30 a.m., with the outward English mails, and is due here on the 11th April, at about 8 p.m.

The American & Manchurian Line's str. *Kalomo* left Shanghai on the 8th April for Hongkong, and is due to arrive on the 11th April.

The Seang Line str. *Seangchuan* left Rangoon on the 30th March, at p.m., for Hongkong via Penang and Singapore, and is expected to arrive here on the 12th April.

The str. *Borneo* left Sandakan on the 7th April, p.m., and may be expected here on or about the 12th April, a.m.

The "Ben" Line str. *Benary* from Leith, Middlesbrough and London left Singapore on the 6th April for this port.

The Seang Line str. *Coronia* left Rangoon on the 5th April for Hongkong via Straits, and is expected to arrive here on the 17th April.

The G.N. str. *Minnesota* left Yokohama for this port via Manila on the 5th April, and is expected here on the 10th April.

The str. *Glenstrae* passed the Suez Canal on the 10th ult., and is due here on or about 20th April.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 26th March, and is expected here on the 26th April.

The T.K.K. str. *Hongkong Maru* will be despatched from Calcutta on the 19th April for Hongkong, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kutsang, from Calcutta, is due in Hongkong from Straits 21st April.

Nangang, from Shanghai, is due in Hongkong and Canton 16th April.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Fultala, from Singapore and Rangoon, is due in Hongkong 11th April.

Fultala, from Rangoon, is due in Hongkong 12th April.
Wardha, from Kobe, is due in Hongkong 16th April.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", those nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. B. Le May, R.N.R.	P. & O. S. N. Co.	About 17th inst.	
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. O. Cundy	JARDINE, MATHESON & Co., Ltd.	About 15th May.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ANDERS	Ger. str.	1. w.	Gronau	HAMBURG-AMERIKA LINE	On 5th May.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARGADIA	Ger. str.	1. w.	Luening	HAMBURG-AMERIKA LINE	On 31st May.	
HAVRE & HAMBURG	BELOKATA	Ger. str.	1. w.	Hildebrandt	HAMBURG-AMERIKA LINE	To-day.	
HAVRE, BREMEN & HAMBURG	C. FRED. LARSEN	Ger. str.	1. w.	Solmer	HAMBURG-AMERIKA LINE	On 10th May.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 24th inst., at D'light.	
MARSEILLES, HAVRE & HAMBURG, &c.	SACHSEN	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINE	On 29th inst.	
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SITHONIA	Ger. str.	—	Kotata	HAMBURG-AMERIKA LINE	On 27th May.	
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	On 16th inst., at 1 p.m.	
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON	PANAMA MARU	Jap. str.	—	J. Barfield	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	LUETZOW	Ger. str.	—	—	MELOHERS & Co.	On 30th inst., at 1 p.m.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	KORBER	Aus. str.	—	—	SANDER, WHEELER & Co.	On 19th inst., at 5 p.m.	
NEW YORK	CHINA	Aus. str.	—	—	SANDER, WHEELER & Co.	On 1st May.	
BOSTON & NEW YORK	MONTROSE	Brit. str.	—	Kessley	DODWELL & Co., Ltd.	About 23rd inst.	
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	KALOMO	Am. str.	—	—	THE BANK LINE, LTD.	To-day.	
VANCOUVER via SHANGHAI, JAPAN, &c.	BYGGA	Brit. str.	—	—	THE BANK LINE, LTD.	On 18th inst.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 20th inst., at 6 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	HONGTAL	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 1st June, at 6 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SIEMIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 16th inst., at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 p.m.	
AUSTRALIAN PORTS via MANILA	CHYO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 7th May, at Noon.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow, at Noon.	
YOKOHAMA & KOBE via SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELOHERS & Co.	On 20th inst., at 9 a.m.	
YOKOHAMA & KOBE	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.	
YOKOHAMA & KOBE	E. F. FERDINAND	Aus. str.	—	—	SANDER, WHEELER & Co.	About 26th inst.	
YOKOHAMA & KOBE	TEHSHI MARU	Jap. str.	—	Hori	NIPPON YUSEN KAISHA	On 14th inst.	
YOKOHAMA & KOBE	MIYASAKI MARU	Jap. str.	—	T. Mumi	NIPPON YUSEN KAISHA	To-day, at 11 a.m.	
YOKOHAMA & KOBE	FULTALA	Brit. str.	—	H. Chidley	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	CHINSHING	Brit. str.	1 m.	L. Klugkist	MELOHERS & Co.	About 30th inst.	
TIENSIN	HONGKONG MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 7th June, at Noon.	
SHANGHAI	TIENANOK	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 16th inst., at Noon.	
SHANGHAI	CHINSHING	Brit. str.	—	E. Mooney	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.	
SHANGHAI	CHINSHING	Brit. str.	—	Benson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 a.m.	
SHANGHAI	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light.	
SHANGHAI	CHOWSANG	Brit. str.	—	M. Courtney	BUTTERFIELD & SWIRE	On 13th inst., at Noon.	
SHANGHAI	ANUET	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	On 13th inst., at Noon.	
SHANGHAI, KOBE & MOJI	GERGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSON & Co., Ltd.	About 18th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	FEHAWON	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 18th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	F. v. Binsler	HAMBURG-AMERIKA LINE	On 20th inst.	
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	Ger. str.	—	W. H. S. Hall	P. & O. S. N. Co.	About 20th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.	
SHANGHAI, KOBE & MOJI	KUSANG	Brit. str.	—	—	ARTURUS NILSSON & Co.	On 25th inst.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	PRINZ	Swed. str.	—	—	SANDER, WHEELER & Co.	On 5th May, at D'light.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	BOHEMIA	Aus. str.	—	—	ARTURUS NILSSON & Co.	About 10th May.	
SHANGHAI, KOBE & YOKOHAMA	CYCLON	Swed. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 1st June.	
SHANGHAI, KOBE & YOKOHAMA	MONMOUTH	SHIR	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
SHANGHAI	TIENANOK	Dut. str.	—	J. P. Scholte	NIPPON YUSEN KAISHA	On 13th inst.	
SWATOW	KAGOSHIMA MARU	Jap. str.	—	W. Wade	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 a.m.	
SWATOW	SORU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 14th inst., at Noon.	
SWATOW	DALIN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 4 p.m.	
SWATOW	YERIMO MARU	Jap. str.	—	—	DOUGLAS LAFRAIE & Co.	On 14th inst., at 10 a.m.	
SWATOW	HAIYAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIE & Co.	To-morrow, at 11 a.m.	
SWATOW	HAIYAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIE & Co.	On 16th inst., at 11 a.m.	
SWATOW	HAIYAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIE & Co.	On 19th inst., at 11 a.m.	
SWATOW	HAIYAN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIE & Co.	On 13th inst., at 2 p.m.	
MANILA	LOONGSANG	Brit. str.	—	Leask	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 p.m.	
MANILA	YUNESANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.	
MANILA	ZAFIRO	Am. str.	—	M. O. Smith	SHAW, WATKINS & Co.	On 17th inst., at Noon.	
BATAVIA, CHERIBON, SAMARANG, &c.	TIENANOK	Dut. str.	—	W. Zwart	JAVA-CHINA-JAPAN LINE	On 22nd inst., at Noon.	
SINGAPORE, PENANG & RANGOON	WADHWA	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	Wegall	JARDINE, MATHESON & Co., Ltd.	Middle of April.	
SANDAKAN	BOBNO	Ger. str.	—	F. Semhill	MELOHERS & Co.	On 24th inst., at 9 a.m.	
KUDAT & SANDAKAN	BOBNO	Ger. str.	—	E. de Catalano	MELOHERS & Co.		
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Frenc. str.	—				

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "FULTALA," 4,154 tons, Captain H. Chidley, due at Hongkong from Rangoon on 12th April, will be despatched for YOKOHAMA and KOBE the 16th April, at Daylight, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham.

WESTWARD.

The S.S. "WARDHA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 17th April, 1912, at Noon, followed by the S.S. "MUTTRA" on 25th April, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215.
Hongkong, 9th April, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP	"FLINTSHIRE"	About 15th May.
SHANGHAI, KOBE & YOKOHAMA	"MONMOUTHSHIRE"	About 1st June.
LONDON & ANTWERP	"DENBIGHSHIRE"	About 15th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Hongkong, 9th April, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI	"CHOYANG"	Saturday, 13th April, D'light.
MANILA	"LOONGSANG"	Saturday, 13th April, 2 p.m.
TIENSIN	"CHIPSING"	Tuesday, 16th April, Noon.
SANDAKAN	"MAUSANG"	Saturday, 20th April, Noon.
MANILA	"YUENSANG"	Saturday, 20th April, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 22nd April, Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 23rd April, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Taiching, Weihaiwei, Cheloo (Hankow) and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Sabah, Davao, Singapore, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 9th April, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.	1912	FOR LIVERPOOL.	1912
"EMPEROR OF INDIA"	Sat., 20th Apr.	"EMPEROR OF IRELAND"	Fri., 17th May.
"EMPEROR OF JAPAN"	Sat., 11th May.	"ALLAN LINE"	Fri., 7th June.
"MONTEAGLE"	Sat., 1st June.	"EMPEROR OF BRITAIN"	Fri., 28th June.
"EMPEROR OF INDIA"	Sat., 22nd June.	"ALLAN LINE"	Fri., 19th July.

Steamships leave HONGKONG at 6 p.m.

THE direct route to CANADA, UNITED STATES, EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate Steamship) "Monteagle" \$43 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE," or other Intermediate Passengers only, at Intermediate rates according to superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Praya opposite Blake Pier.

6

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

STAMPS

TONS

TO SAIL

NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	10 A.M. 12th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon 13th April	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PES. TAWUE Capt. W. Bruce BORNEO Capt. W. H. Hall	About 15th April About 20th April	Freight only. About Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. J. Le Mare, R.N.R.	About 17th April	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 11th Apr., 4 P.M.
TSINGTAU & NEWCHANG	"SHAHSING"	On 13th Apr., 4 P.M.
SHANGHAI	"ANHUI"	On 13th Apr., 11 P.M.
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.	S.S. "LINTAN" and S.S. "SANUI"	
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.		
SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.		
REDUCED FARES:—SINGLE \$45.....RETURN \$75.		
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS		
Hongkong, 5th April, 1912.		

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SITHONIA	20th April.
S.S. ANDALUSIA	30th April.
S.S. BAYERN	10th May.

For HAVRE & HAMBURG:	11th April.
For MARSEILLES, HAVRE & HAMBURG:	29th April.
For ROTTERDAM, HAMBURG & ANTWERP:	5th May.
For HAVRE, BREMEN & HAMBURG:	10th May.
For MARSEILLES, HAVRE & HAMBURG:	27th May.
For ROTTERDAM, HAMBURG & ANTWERP:	31st May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 6 P.M.	
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.	
TO SHANGHAI.	
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.	
MONTHLY ORDINARY SERVICE.	
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 26th April.	
S.S. "CHINA," 11,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KRACHI, ADEN, SUEZ, PORT SAID, on 1st May.	
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.	

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 8th April, 1912. Prince's Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 12th April, at 11 A.M.
"HAITANG"	Capt. J. W. Evans	TUESDAY, 16th April, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 19th April, at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 14th April, at 10 A.M.
		WEDNESDAY, 17th April, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU, TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at PACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "sacare" and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
KEELUNG (DIRECT)	"YERIMO MARU"	FRI, 12th Apr., at 4 P.M.
TAMSUI VIA SWATOW and AMOY	"DALIN MARU"	SUNDAY, 14th April, at Noon.
ANPING VIA SWATOW and AMOY	"BOSHU MARU"	WEDNESDAY, 17th April, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772-773

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELTA	8000	April 13	MALOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
ORIENTAL	8284	May 11	MALWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely resorted in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £110 SINGLE. £106.14 RETURN.
2nd " 57.12 " 52.12 "
IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
		August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:

1st SALOON £55.10 SINGLE. £52.10 RETURN.

2nd " 28.10 " 25.74 "

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP. SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. J. Nagao	9,000	WEDNESDAY, 24th April, at Daylight
	HITACHI MARU Capt. T. Yamawaki	7,000	WEDNESDAY, 8th May, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd April, at Noon
	SADO MARU Capt. K. Asakawa	7,000	TUESDAY, 7th May, at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 12th April, at Noon
	YAWATA MARU Capt. T. Sakino	6,000	FRIDAY, 10th May, at Noon
BOMBAY via SINGAPORE and COLOMBO			
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Mural	9,000	THURSDAY, 11th April, at 11 A.M.

NAGASAKI, KOBE and YOKOHAMA

SHANGHAI, MOJI, KOBE and YOKKAICHI	TENSHIN MARU Capt. T. Hori	4,000	SUNDAY, 14th April, at Noon
KOBE DIRECT	KAGESHIMA MARU Capt. W. Wada	5,000	SATURDAY, 13th April, at Noon

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only
† Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"MIKE MARU," 4,000 tons, Capt. K. Kikawa, On 12th April

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
ATSUTA MARU	9,000	J. Nagao	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYAZAKI	9,000	T. Mural	May 22nd
KITANO	9,000	F. E. Cope	June 5th
AWA MARU	7,000	T. Iizawa	April 23rd
SADO	7,000	K. Asakawa	May 7th
YOKOHAMA	7,000	N. Noda	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

12-15-11

